

§ 229.1

- 229.64 Plain bearings.
- 229.65 Spring rigging.
- 229.67 Trucks.
- 229.69 Side bearings.
- 229.71 Clearance above top of rail.
- 229.73 Wheel sets.
- 229.75 Wheel and tire defects.

ELECTRICAL SYSTEM

- 229.77 Current collectors.
- 229.79 Third rail shoes.
- 229.81 Emergency pole; shoe insulation.
- 229.83 Insulation or grounding of metal parts.
- 229.85 Doors and cover plates marked “Danger”.
- 229.87 Hand-operated switches.
- 229.89 Jumpers; cable connections.
- 229.91 Motors and generators.

INTERNAL COMBUSTION EQUIPMENT

- 229.93 Safety cut-off device.
- 229.95 Venting.
- 229.97 Grounding fuel tanks.
- 229.99 Safety hangers.
- 229.101 Engines.

STEAM GENERATORS

- 229.103 Safe working pressure; factor of safety.
- 229.105 Steam generator number.
- 229.107 Pressure gauge.
- 229.109 Safety valves.
- 229.111 Water-flow indicator.
- 229.113 Warning notice.

CABS AND CAB EQUIPMENT

- 229.115 Slip/slide alarms.
- 229.117 Speed indicators.
- 229.119 Cabs, floors, and passageways.
- 229.121 Locomotive cab noise.
- 229.123 Pilots, snowplows, end plates.
- 229.125 Headlights and auxiliary lights.
- 229.127 Cab lights.
- 229.129 Audible warning device.
- 229.131 Sanders.
- 229.133 Interim locomotive conspicuity measures—auxiliary external lights.
- 229.135 Event recorders.
- 229.137 Sanitation, general requirements.
- 229.139 Sanitation, servicing requirements.

Subpart D—Design Requirements

- 229.141 Body structure, MU locomotives.
- APPENDIX A TO PART 229—FORM FRA 6180–49A [NOTE]
- APPENDIX B TO PART 229—SCHEDULE OF CIVIL PENALTIES
- APPENDIX C TO PART 229—FRA LOCOMOTIVE STANDARDS—CODE OF DEFECTS [NOTE]

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Subpart A—General

§ 229.1 Scope.

This part prescribes minimum Federal safety standards for all locomotives except those propelled by steam power.

§ 229.3 Applicability.

(a) Except as provided in paragraphs (b) through (e) of this section, this part applies to all standard gage railroads.

(b) This part does not apply to:

(1) A railroad that operates only on track inside an installation which is not part of the general railroad system of transportation; or

(2) Rapid transit operations in an urban area that are not connected with the general railroad system of transportation.

(c) Paragraphs (a) and (b) of § 229.125 do not apply to Tier II passenger equipment as defined in § 238.5 of this chapter (*i.e.*, passenger equipment operating at speeds exceeding 125 mph but not exceeding 150 mph).

(d) On or after November 8, 1999, paragraphs (a)(1) and (b)(1) of § 229.141 do not apply to “passenger equipment” as defined in § 238.5 of this chapter, unless such equipment is excluded from the requirements of §§ 238.203 through 238.219, and § 238.223 of this chapter by operation of § 238.201(a)(2) of this chapter.

(e) Paragraphs (a)(2) through (a)(4), and (b)(2) through (b)(4) of § 229.141 do not apply to “passenger equipment” as defined in § 238.5 of this chapter that is placed in service for the first time on or after September 8, 2000, unless such equipment is excluded from the requirements of §§ 238.203 through 238.219, and § 238.223 of this chapter by operation of § 238.201(a)(2) of this chapter.

[54 FR 33229, Aug. 14, 1989, as amended at 64 FR 25659, May 12, 1999]

§ 229.4 Information collection.

(a) The information collection requirements in this part have been reviewed by the Office of Management and Budget pursuant to the Paperwork Reduction Act of 1980, Public Law 96–

511, and have been assigned OMB control number 2130-0004.

(b) The information collection requirements are found in the following sections:

- (1) Section 229.9.
- (2) Section 229.17.
- (3) Section 229.21.
- (4) Section 229.23.
- (5) Section 229.25.
- (6) Section 229.27.
- (7) Section 229.29.
- (8) Section 229.31.
- (9) Section 229.33.
- (10) Section 229.55.
- (11) Section 229.103.
- (12) Section 229.105.
- (13) Section 229.113.
- (14) Section 229.135.

[50 FR 6953, Feb. 19, 1985, as amended at 58 FR 36613, July 8, 1993]

§ 229.5 Definitions.

As used in this part—

(a) *Break* means a fracture resulting in complete separation into parts.

(b) *Cab* means that portion of the superstructure designed to be occupied by the crew operating the locomotive.

(c) *Carrier* means *railroad*, as that term is defined below.

Commuter service means the type of railroad service described under the heading “Commuter Operations” in 49 CFR part 209, Appendix A.

Commuter work train is a non-revenue service train used in the administration and upkeep service of the commuter railroad.

(d) *Control cab locomotive* means a locomotive without propelling motors but with one or more control stands.

(e) *Crack* means a fracture without complete separation into parts, except that castings with shrinkage cracks or hot tears that do not significantly diminish the strength of the member are not considered to be cracked.

(f) *Dead locomotive* means—

(1) A locomotive other than a control cab locomotive that does not have any traction device supplying tractive power; or

(2) A control cab locomotive that has a locked and unoccupied cab.

(g) *Event recorder* means a device, designed to resist tampering, that monitors and records data on train speed, direction of motion, time, distance,

throttle position, brake applications and operations (including train brake, independent brake, and, if so equipped, dynamic brake applications and operations) and, where the locomotive is so equipped, cab signal aspect(s), over the most recent 48 hours of operation of the electrical system of the locomotive on which it is installed. A device, designed to resist tampering, that monitors and records the specified data only when the locomotive is in motion shall be deemed to meet this definition provided the device was installed prior to [insert the effective date of the rule] and records the specified data for the last eight hours the locomotive was in motion.

(h) *High voltage* means an electrical potential of more than 150 volts.

(i) *In-service event recorder* means an event recorder that was successfully tested as prescribed in § 229.25(e) and whose subsequent failure to operate as intended, if any, is not actually known by the railroad operating the locomotive on which it is installed.

(j) *Lite locomotive* means a locomotive or a consist of locomotives not attached to any piece of equipment or attached only to a caboose.

(k) *Locomotive* means a piece of on-track equipment other than hi-rail, specialized maintenance, or other similar equipment—

(1) With one or more propelling motors designed for moving other equipment;

(2) With one or more propelling motors designed to carry freight or passenger traffic or both; or

(3) Without propelling motors but with one or more control stands.

Modesty lock means a latch that can be operated in the normal manner only from within the sanitary compartment, that is designed to prevent entry of another person when the sanitary compartment is in use. A modesty lock may be designed to allow deliberate forced entry in the event of an emergency.

(1) *MU locomotive* means a multiple operated electric locomotive described in paragraph (i)(2) or (3) of this section.

Other short-haul passenger service means the type of railroad service described under the heading “Other